**Amendments to the Claims**:

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims**:

1. (Currently Amended) A control unit for a power transmission apparatus for use in an automobile[[,]] comprising:

(a) an engine;

(b) a gear-type transmission having: (b1) a first input shaft to which power is transmitted from said engine through a first friction clutch; (b2) a second input shaft to which power is transmitted from said engine through a second friction clutch; (b3) a plurality of gear trains provided between said first input shaft and an output shaft and between said second input shaft and said output shaft; and (b4) a claw clutch provided on said gear trains;

(c) a first motor connected to said first input shaft; and

(d) a second motor connected to said second input shaft, wherein,

said control unit is configured to drive said first or second motor ~~is driven~~ so as to suppress ~~torque fluctuation~~ a thrust or push-up on [[said]] output shaft torque due to inertia torque after torque transmitted by said second friction clutch coincides substantially with output shaft torque of said engine in conducting a gear-shift through a change-over from said first friction clutch to said second friction clutch.

2. (Currently Amended) A control unit for a power transmission apparatus for use in an automobile, comprising:

(a) an engine;

(b) a gear-type transmission having: (b1) a first input shaft to which power is transmitted from said engine through a first friction clutch; (b2) a second input shaft to which power is transmitted from said engine through a second friction clutch; (b3) a plurality of gear trains provided between said first input shaft and an output shaft and between said second input shaft and said output shaft; and (b4) a claw clutch provided on said gear trains;

(c) a first motor connected to said first input shaft; and

(d) a second motor connected to said second input shaft, ~~wherein,~~

said central control is configured to drive either one of said first motor and said second motor ~~is driven~~ so that ~~torque fluctuation~~ a drawn or pull-in on said output shaft is suppressed after an increase in a pressing force upon said second friction clutch starts in conducting gear-shift through change-over from said first friction clutch to said second friction clutch.

3. (Currently Amended) A ~~power transmission apparatus~~ control unit as described in claim 1 ~~or 2~~, wherein either one of said first motor or said second motor is driven so that wear-out of said claw clutch is suppressed by controlling a rotating speed of either one of said first input shaft and said second input shaft, when conducting gear-shift through change-over of said gear trains with said claw clutch.

4-13. (Cancelled)

14. (Currently Amended) A ~~power transmission apparatus~~ control unit as described in claim 1, wherein said first or second motor is driven so as to absorb torque from said output shaft when ~~a transmission step before gear shifting is lower than that after gear shifting~~ up-shifting.

15. (Currently Amended) A ~~power transmission apparatus~~ control unit as described in claim 1, wherein said first or second motor is driven so as to supply torque to said output shaft when ~~a transmission step before gear shifting is lower than that after gear shifting~~ up-shifting.

16-17 (Cancelled).

18. (Currently Amended) A ~~power transmission apparatus~~ control unit as described in claim 2, wherein either one of said first motor or said second motor is driven so that wear-out of said claw clutch is suppressed by controlling a rotating speed of either one of said first input shaft and said second input shaft, when conducting gear-shift through change-over of said gear trains with said claw clutch.